

**In The Claims:**

1. (Original) A method of operating a control system for an automotive vehicle comprising:

determining a relative roll angle;

when the relative roll angle reaches a threshold, initiating a wheel departure angle determination; and

controlling a safety system in response to the wheel departure angle.

2. (Original) A method as recited in claim 1 further comprising determining the vehicle is in a transition; and

when the relative roll angle reaches a threshold and the vehicle is in the transition, initiating a determination of a wheel departure angle.

3. (Original) A method as recited in claim 1 wherein the transition is a right to left transition.

4. (Original) A method as recited in claim 1 wherein the transition is a left to right transition.

5. (Original) A method as recited in claim 1 wherein the step of initiating is performed when the relative roll angle increases to the threshold.

6. (Original) A method as recited in claim 1 further comprising a generating a roll signal for control in response to the wheel departure angle and wherein controlling a safety system comprises controlling a safety system in response to the roll signal for control.

7. (Original) A method as recited in claim 1 wherein controlling a safety system comprises controlling a rollover control system to counteract a vehicle rollover.

8. (Original) A method as recited in claim 1 further comprising detecting a double wheel lift; and

boosting the roll signal for control in response to the double wheel lift.

9. (Original) A method as recited in claim 1 further comprising applying a brake pressure to counteract rollover, determining the vehicle may be bouncing, in response to bouncing holding the brake pressure.

10. (Original) A method of operating a control system for an automotive vehicle comprising:

determining the vehicle is in a transition;

determining a relative roll angle;

when the relative roll angle reaches a threshold and the vehicle is in a transition, initiating a wheel departure angle determination;

determining a roll signal for control in response to the wheel departure angle; and controlling a safety system in response to the roll signal for control.

11. (Original) A method as recited in claim 10 further comprising detecting a double wheel lift; and

boosting the roll signal for control in response to the double wheel lift.

12. (Original) A method as recited in claim 10 further comprising applying a brake pressure to counteract rollover, determining the vehicle may be bouncing, in response to bouncing holding the brake pressure.

13. (Original) A method of controlling a vehicle comprising:

determining a roll signal for control;

determining a relative roll angle;

determining a double wheel lift; and

in response to determining double wheel lift and the relative roll angle, increasing the roll signal for control to a boosted roll signal for control.

14. (Currently Amended) A method as recited in claim 13 further comprising performing the step of increasing the roll signal for control when the left side is lifted and the relative roll angle is positive.

15. (Currently Amended) A method as recited in claim 13 further comprising performing the step of increasing the roll signal for control when the right side is lifted and ~~[[he]]~~ the relative roll angle is negative.

16. (Original) A method of controlling a vehicle comprising:  
applying a brake pressure to prevent rollover;  
determining the vehicle is bouncing; and  
holding the brake pressure when the vehicle is bouncing.

17. (Currently Amended) A method as recited in ~~claim 4~~ claim 10 wherein the ~~transitional maneuver~~ transition is a right to left maneuver.

18. (Currently Amended) A method as recited in ~~claim 4~~ claim 10 wherein the ~~transitional maneuver~~ transition is a left to right maneuver.